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# **martinez waterfront**

Land Use-Development Plan

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Draft  
Environmental Impact Report

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## CONTENTS

I.	SUMMARY	1
II.	BACKGROUND	1
III.	DESCRIPTION OF PROJECT	
	A. Location	2
	B. Objectives	2
	C. Project Description	2
IV.	DESCRIPTION OF THE ENVIRONMENT AND IMPACTS	
	A. Regional Setting	7
	B. Description of Site: Marshland	7
	Upland	9
V.	UNAVOIDABLE ADVERSE IMPACTS	10
VI.	MITIGATION MEASURES	10
VII.	ALTERNATIVES TO THE PROPOSED ACTION	10
VIII.	LONG TERM vs. SHORT TERM PRODUCTIVITY	11
IX.	IRREVERSIBLE ENVIRONMENTAL CHANGES	11
X.	GROWTH INDUCING IMPACTS	11
XI.	ORGANIZATION AND PERSONS CONSULTED	11
	REFERENCES	11

## FIGURES

Location Map	i
Development Plan	3
Site Conditions	8

*Waterfront -- CA -- Martinez*  
*Martinez -- Parks*  
*Parks -- Environmental aspects --*  
*CA -- Martinez*  
*Land use -- Environ. aspects -- CA*  
*Martinez*



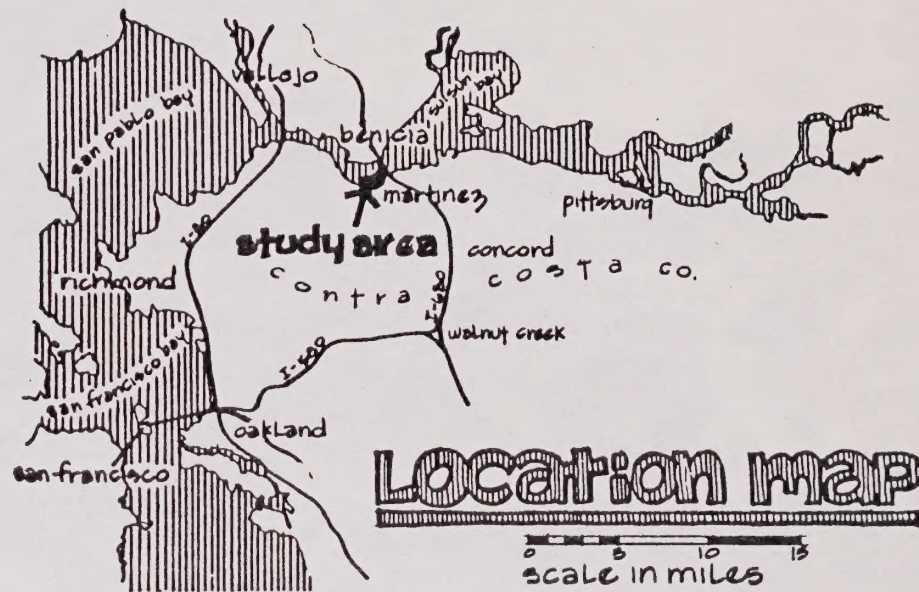
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## SUMMARY

### Proposed Project

The City of Martinez and the East Bay Regional Park District propose to develop a community and regional shoreline park on Carquinez Straits in Martinez, Contra Costa County, California.

The proposed park will currently cover approximately 200 acres of land, marsh and mud flats north of the railroad tracks, east and west of the Martinez Marina. Expansion of the parkland to the east is also projected to include the marshland between the study boundary and the Benicia-Martinez Bridge. The development plan includes ballfields, game courts, play areas, picnic and toilet facilities to serve community recreation need and informal picnic facilities, trails turf meadows, and a large natural environment area of marshlands including fifteen acres of filled upland to be restored to marshland to serve the regional recreation needs.

Phase I of construction is considered for immediate development. Later phases will depend upon budgets and demonstrated need.

### Environmental Impacts

The impacts of the project include short term construction impacts of noise, dust, odor and truck traffic. There will be short term impacts on water turbidity in waters of Carquinez Strait in the return of fifteen acres of land to tidal action.

Some existing recreational uses may suffer some interference.

and it may become necessary to discontinue the existing use of mooring facilities along Alhambra Creek, and to remove an existing dwelling on the site.

The construction of a bridge across Alhambra Creek will limit its navigability for a further 1,000 feet.

## III. BACKGROUND

The Martinez Waterfront Planning Agency was created in 1974 by a joint powers agreement between the City of Martinez and the East Bay Regional Park District to study the potential for a waterfront park.

The first phase of the planning study was the preparation of a Resource Analysis prepared by Arbegast & Newton in September 1974. Phase II was the preparation of a Land Use Plan. These reports were prepared with the help of citizens' groups and public workshops held during 1974.

An Environmental Impact Report was prepared by the City of Martinez Planning Department for the acquisition of properties in the waterfront area in December 1974. This report considered the environmental effects of the change in land use from light industrial use allowed by city zoning to park use.

In 1975 the City of Martinez applied for a grant for development of Phase I of the Plan from Land and Water Conservation Funds and prepared an Environmental Assessment for that development.



This report covers the adoption of the Land Use Plan, as modified by subsequent agreements and the construction of Phase I of development. The reader is referred to the published report Martinez Waterfront: Phase II, Land Use Plan, July 1975, by Arbegast & Newton for a description of the plan which is described as follows:

The Martinez Waterfront Land Use Plan is, by definition, a plan showing the proposed ultimate parkland uses in general terms, within the study area. It also indicates proposed facilities, activities, and their relationships but does not qualify in the strictest sense as a master plan. Moreover, the Land Use Plan is not intended to fulfill the requirements of design development since the scale of the site and the scope of uses prohibits the detailed depiction and precise arrangement of proposed improvements. The Plan comprises a relatively flexible framework within which further study and more detailed design investigation must be accomplished to resolve the specific problems and interrelationships of grading, drainage, planting, construction detailing, etc., before development of any portion of the site can be initiated.

Since the acceptance of the conceptual Land Use Plan developed by Arbegast & Newton, the following refinements of specific areas and a clarification of city and regional roles in park development has taken place.

1. Realignment of Ferry Street at the park entrance area
2. Relocation of West Marsh Picnic area to a more southerly location to avoid salt marsh areas

3. Alteration of project site to exclude some existing residences on Embarcadero
4. Addition of proposed bridge over Alhambra Creek
5. Several trails have been changed to reflect site conditions.

### III. DESCRIPTION OF THE PROPOSED PROJECT

#### A. Location of Project

The proposed parkland site is located on the waterfront along Carquinez Strait within the City of Martinez in Contra Costa County. The area covers approximately 200 acres of land and water both east and west of the existing Martinez Marina development.

#### B. Project Objectives

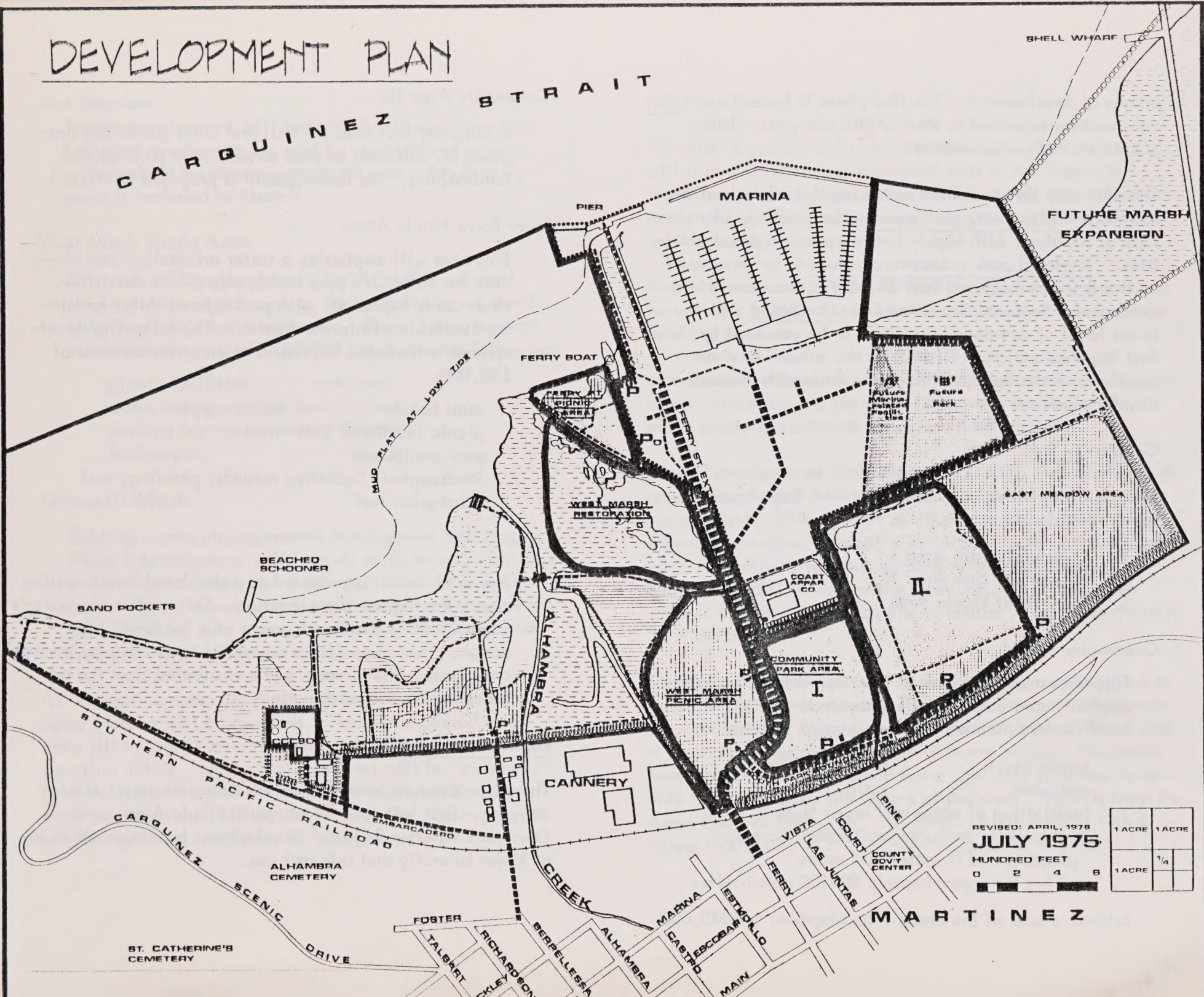
The parkland development is proposed as part of a coordinated waterfront development. The park development is to provide recreational facilities to meet the needs of the city residents, provide a shoreline access of regional significance, and protect and enhance marshlands. The park and the marina are planned to complement each other and establish a range of recreational opportunities at the site.

#### C. Description of the Project

The project is the adoption of a Land Use Development Plan for the Martinez Waterfront for community and regional park uses by the City of Martinez and the East Bay Regional Park District. The plan includes several



# DEVELOPMENT PLAN





phases of development. The first phase is funded and construction expected to start within one year. Later phases are not yet scheduled.

The plan may be considered as having three levels of development--Community park areas to be developed by the City of Martinez with highly intensive recreational facilities. Regional park recreational areas to be developed by the East Bay Regional Park District as the recreation centers of a Regional Shoreline Park. Marshland with lower level of developed facilities to be managed by the East Bay Regional Park District as the natural environment unit of the Regional Shoreline Park with minimal development.

#### Community Park

There are three areas of Community Park Development within the plan:

1. Community Park Area I
2. Community Park Area II
3. Ferry Point Picnic Area

#### Community Area I:

This is an area of intensive development with a major emphasis on organized ball games. The following facilities are planned to be developed in Phase I:

tennis courts	picnic facilities
restrooms	trails
Installation of water and sewer lines	
landscaping, including mounding, screen	
planting and irrigated turf areas	
parking for approximately 80-100 automobiles	

Estimated cost of the Phase I development is \$345,000.

#### Community Area II:

Additional facilities for ball and court games are proposed for this area as well as necessary parking and landscaping. No development is proposed in Phase I.

#### Ferry Point Picnic Area:

This area will emphasize a water orientation and provide for children's play and family picnic facilities. High use is expected, with parking and toilet facilities available within the Marina. The following development is included in Phase I at an estimated cost of \$50,000:

sand beach	water supply
picnic facilities	trails
play equipment	
landscaping including mounds, planting, and	
irrigated turf	

The sand beach is proposed as a simulated beach setting above the higher tide elevation. Soft mud at the water's edge prohibits the development of a "natural" sand beach. The area will be protected from winds by mounds constructed from dredge spoils excavated from the adjacent marsh restoration area.

#### Regional Park Recreation Areas

There are three regional recreation areas (clusters) within the plan: East Meadow, West Marsh Picnic Area, and Granger's Wharf. Regional development is considered to be of lower intensity and informal use.



#### East Meadow:

Future development will include picnic facilities and irrigated meadows to be used for unstructured games with parking for approximately 40 cars. No development is included in Phase I.

#### West Marsh Picnic Area:

This area will support picnic facilities and informal play meadows with access to the marshland area available from trails and boardwalks. Phase I development, estimated at a cost of \$152,000, includes the following;

- picnic facilities
- restrooms
- water and sewer line installation
- parking for approximately 80 cars
- landscaping

#### Granger's Wharf:

Existing community sponsored development will remain. Phase I development will include trails into the marshes and access to future boardwalk and observation platform. Future development will include an improvement in the parking area to accommodate up to 20 cars and further trail development as appropriate.

All recreation areas are located in areas of earlier fill. Some grading will be required. There is expected to be some fill to create mounds and to bury old deposits of construction debris. Most of this material will be "borrowed" from the excavation of the marsh restoration area. In addition, some soil will be imported to the site to provide suitable growing conditions for plant material.

#### Marshes

This area is proposed for preservation and enhancement and will form the natural environment unit of the Regional Shoreline. A major component of the plan is the restoration to marshland of approximately fifteen acres of diked dredge spoil deposits.

Access to the area will be by trail developed along existing levees with boardwalks constructed on treated wood pilings in marsh areas.

Management of the area will include minor drainage improvements, clean-up and planting to improve marsh quality, abate safety hazards and improve wildlife habitat.

Phase I development (estimated at \$50,000) includes a marsh restoration project. This project will involve regrading in approximately fifteen acres of diked dredge spoils to establish elevations ranging between 0'-6' MLLW in the proposed marsh area. Grading to various elevations will be designed to achieve conditions supporting freshwater marsh and open water. Existing elevations are estimated to be approximately 5'-7' MLLW.

The excavated material will be added to surrounding land to form the base of mounds to be landscaped as part of recreation development in the Ferry Park and West Marsh areas and to strengthen the existing inboard levee system. The outer levee will be either breached or a tide gate installed to provide tidal access by the waters of the river. Permits from the Army Corps of Engineers, California Department of Fish & Game (1601) and BCDC will be required for this work.



Later phases include boardwalks and observation platforms and a bridge over Alhambra Creek, if feasible, to improve pedestrian and bike circulation.

#### Roads

It is proposed to realign a portion of Ferry Street in order to modify the two sharp bends in the existing alignment. The road will form the boundary between regional and community park uses.

A new road, South Park Road, is also proposed to provide access to community ball field areas I and II and to the East Meadow Area. Ferry Street will become a 4-lane divided road with landscaped median and is considered part of the city's marina related development. South Park Road is a 2-lane park access road estimated at \$16,000 to be included in Phase I development.

Other vehicular access to the waterfront area is at Berryellessa and at Embarcadero. These will remain.



#### IV. DESCRIPTION OF THE ENVIRONMENTAL SETTING AND ENVIRONMENTAL IMPACTS

A brief description of the environmental setting of the project follows: The reader is referred to the Resource Analysis prepared by Arbegast and Newton in September 1974 for further detail.

##### A. Regional Setting

Martinez is the county seat of Contra Costa located on the southern shore of Carquinez Strait. The waterfront area is immediately north of the downtown district, separated by the Southern Pacific Railroad tracks.

The downtown area is surrounded by older residential neighborhoods. New shopping centers and suburban residential development is taking place at the southern end of town with access from Highway 4 and 680.

In the center of the waterfront and excluded from the project site is a boat harbor and marina with associated commercial development. A plan for marina expansion has been prepared in coordination with park plans.

Immediately to the east of the site are oil refineries. These refineries and the county administrative center constitute the major economic base of the city.

The East Bay Regional Park District proposes to establish a series of Shoreline Parks around the shoreline of Alameda and Contra Costa counties linked by a Shoreline Trail. Martinez Waterfront will be the first parkland to be established along Carquinez Strait. The closest existing shoreline park is at Point Pinole in Richmond.

There is a proposal to establish another site at Antioch in connection with the U. S. Army Corps of Engineers' Stockton Channel project.

Impacts: The establishment of the waterfront as a coordinated recreation area with regional significance may restore the vitality of the northern section of the city. It will implement the plans of the East Bay Regional Park District by establishing a major facility on the Carquinez Strait.

By providing an attractive parkland the project may also foster favorable growth at the commercially related marina.

##### B. Description of the Site


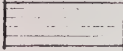

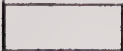
Site conditions relate to how the land area has been formed. Progressive advancement of land into the Carquinez Strait has taken place over the past 100 + years.

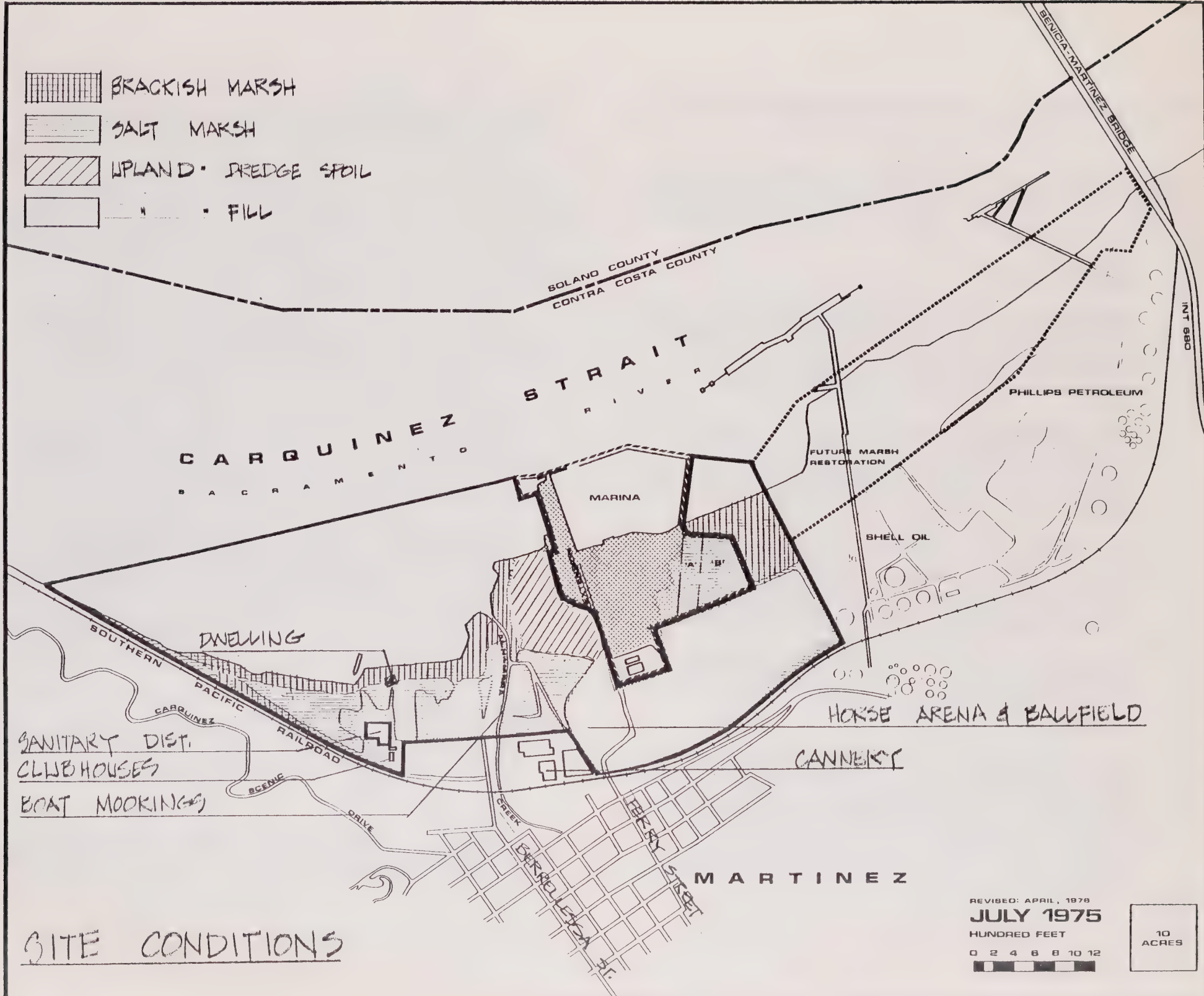
Originally the railroad was built along the shoreline of the town of Martinez where it served industrial and wharf facilities. Since that time land fill, deposits from dredging operations at the piers, together with silt deposits caused by disruption of the natural shoreline has formed the land area of the proposed project north of the railroad tracks.

Marshland: At the shoreline native soils consist of soft mud. At the western end of the site these are old and stable. In the central and eastern portions downstream of the pier structures there is a fairly high sedimentation rate and muds are accumulating.

Mudflats: In areas of tidal inundation by the freshwaters of the Sacramento River these muds support a brackish marsh



-  BRACKISH MARSH
-  SALT MARSH
-  UPLAND - DREDGE SPOIL
-  FILL



SITE CONDITIONS

REVISED: APRIL, 1978  
**JULY 1975**  
 HUNDRED FEET  
 0 2 4 6 8 10 12

10  
ACRES

vegetation dominated by cattail and tule which is typical of the Strait and Delta.

On higher land above the intertidal zone conditions are saline due to salt accumulation caused by a combination of poor drainage and high evaporation rates. These areas support salt marsh vegetation including pickleweed, salt grass and grindelia. Some areas have been diked and modified for grazing and in these areas there are, in addition, some annual grasses.

The mudflats support an extensive shorebird population.

Existing Uses: Within this area is a small dwelling reached by trail along the levees. This has been occupied for many years without agreements authorizing this use.

A plant of the Central Costa County Sanitary District is located near the western end of the site at the end of Embarcasero Road. This small area is excluded from the project. Nearby are several small wood frame buildings housing sportsmen's clubs. These are within the park site but are expected to remain.

Impacts: No development of this area is proposed in Phase I. Later phases will include construction of boardwalks and observation platforms to be linked to the overall trail system. Construction will disturb plants and wildlife in the area of work and produce some turbidity in the waters of the Strait. These are short term construction impacts and not considered significant. Public access to the area will create the potential for wildlife disturbance and additional littering of the area.

Upon establishment of a developed park private uses within the area may be incompatible and removal of the private dwelling become necessary.

Upland: The conditions of the upland areas are determined by the material used for fill. Some parts consist of local soil and rock fill, other are composed of construction rubble and some areas are formed by spoils from marina and channel dredging.

These areas support a weedy grassland vegetation consisting mostly of annual grasses, some native alkali rye grass, weeds coyote brush. This provides good food source and shelter for a variety of small mammals, reptiles and seed eating birds

Construction rubble and other debris scattered on site form hazardous conditions. Some of the levees are composed of heavy concrete with protruding rebar. Where feasible these areas will be covered with material excavated from the marsh restoration area. In other areas such as the outboard levee at the Ferry Point area there will be the need to either break up the concrete and remove hazardous material or cover it with quarried rock.

Existing uses on the upland portions of the site include a horse arena and ballfields in the proposed West Marsh Picnic Area, a community developed park, with landscaping, pathways, bocce ball courts and picnic facilities at Granger's Wharf.

Several small boats moor at docks along Alhambra Creek in the wharf area. These have been utilized for many years by residents of the area.



Impacts: The marsh restoration project will change approximately 15 acres of land from fairly barren dredge spoils to productive marshland. Impacts of construction will be an increase in dust and odor at the site. The introduction of river waters into an area of dredge spoils may increase turbidity and introduce contaminants. No samples of the spoils at the site have been taken.

Introduction of water into the area may provide favorable breeding conditions for mosquitoes if good tidal circulation is not achieved. There will be disturbance to horse riding activities by removal of the horse arena. This will be re-located either on east meadow or in Briones Regional Park. The decision will be based on future Park District planning studies.

As the regional park is established it may become necessary to make different arrangements for the permanent mooring of private boats. The boatowners may suffer expense and inconvenience of keeping their boats elsewhere.

If, in future phases of development, a bridge is built over Alhambra Creek, the clearance of the bridge over the water will limit the navigability of the creek beyond the bridge. The proposed bridge location is approximately 1000 feet downstream of the Cannery bridge which currently limits navigation.

Development of the park will increase traffic to the area and this will be further increased by Marina development. Ferry Street which currently serves the site is to be improved to accommodate this increase. The on-grade railroad crossing will remain.

Very little parking is provided at the Berrellessa Street (20) and Embarcadero Street (10) access so that traffic levels are expected to be low at these points.

## V. UNAVOIDABLE ADVERSE IMPACTS

There will be short term impacts of noise, dust and odor during grading in the marsh restoration area. Possible construction of a bridge over Alhambra Creek would restrict heights of boats navigating the creek.

## VI. MITIGATION MEASURES

Dust in the construction site can be mitigated by watering down the area of work.

## VII. ALTERNATIVES TO THE PROPOSED ACTION

Alternatives may be considered as other land uses for the waterfront area, alternate development plans for the park and "no project."

Alternative land use and "no project" was considered in the EIR prepared for the acquisition of lands. Alternative park plans could incorporate more or less development, a different balance of regional and community facilities or a different program of park development.

The project as proposed is based on citizen's responses agreements between the city and the Park District, and the funds available.



VIII. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES  
OF MAN'S ENVIRONMENT AND THE MAINTENANCE  
AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The objectives of the plan are the long-term maintenance of the productivity of the natural resources and the presence of permanent open space and recreational opportunities for area residents.

There will be short-term adverse effects of construction and some inconvenience while facilities are being relocated. This will principally affect horsemen, three boat owners, and a resident.

IX. IRREVERSIBLE ENVIRONMENTAL CHANGES

No irreversible environmental changes are anticipated. The change of filled land to marsh area is reversible--as it has been in the past.

The construction of a bridge across Alhambra Creek, if built as part of a later phase of development, would limit the navigability of Alhambra Creek depending upon bridge clearance chosen.

X. GROWTH INDUCING IMPACT OF THE PROPOSED ACTION

Park development will attract people and may enhance the area and foster marina development. No expansion of public sewers are needed to serve park development.

XI. ORGANIZATIONS AND PERSONS CONSULTED

This report was prepared by the Planning and Design Department of the East Bay Regional Park District; contact person Barbara Kent

Persons contacted in the preparation of the report:

City of Martinez: Barry Whittaker  
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Contra Costa Flood Control and Water District	Boyd Jewett
BCDC	Kent Watson
R.W.Q.C.B.	Norman Rial
Fish & Game, Yountville	John Parrish
US Army Corps of Engineers	Joe Tieger
US Coast Guard	Wayne Till

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Martinez Waterfront, Phase 11: Land Use Plan, July 1975

City of Martinez Planning Department: Environmental Impact Report, Martinez Waterfront Properties Acquisition Project, December 4, 1974

City of Martinez, Planning Department: Environmental Assessment Martinez Waterfront Park, Phase 1 Development, Land and Water Conservation Fund Project Proposal, June 1975











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